

PIRATES LOOT BIG CHINESE STEAMER

Desperate bands of pirates have renewed their campaign of terror along the China coast at the time the Pacific Mail liner Mongolia steamed from Hongkong for Japan ports and Honolulu, according to statements made by officers during the stay of the vessel at this port.

Among the steerage passengers in the Mongolia which departed for San Francisco at 9 o'clock this morning were several Chinese who had been rescued from a serious predicament in traveling from Wuchow to Hongkong in order to join the mail liner for the United States. The men were passengers in the steamer Shingtai, a vessel of fair-sized tonnage and flying the Chinese flag. When the vessel was about three hours out of Wuchow, the officers had occasion to note the peculiar action of a group of passengers, and a guard was immediately called to conduct a search for arms. Six of the travelers flashed revolvers and grilling fire was opened upon the remainder of the ship's company. One soldier and a member of the Shingtai's crew was killed in the encounter. The pirates then held up the pursuer and relieved the official of \$30,000 entrusted to his care and destined for transshipment from Hongkong to the United States.

Before the Mongolia left Hongkong the matter was brought to the attention of the British authorities. A strong and well-armed patrol is now maintained over that section of south China.

Fifty cabin and 85 steerage passengers joined the Mongolia at Honolulu. The vessel departed on time, a quantity of coal having been placed on board and 1750 tons of Oriental cargo were discharged during the 24 hours that the steamer remained at anchor.

Two interesting passengers in the Mongolia en route to the mainland were the Misses Trinidad Tobias and Regalado, Filipinos, neither speaking English, who plan to invade the United States with a line of native embroideries and other products manufactured in the Philippines. They stated that they were prepared to meet the keenest competition. Miss Tobias, who owns an establishment in Manila, believes that there is a great field for Philippine embroidery in the United States and is going there in person to fill it. She made her trip previously to the Pacific coast and established a store in San Francisco which has prospered. This time she will cover the entire country, going as far as New York.

May Join Salmon Fleet. With the return of the schooner salvator to the coast with a shipment of preserved pine from Honolulu, the vessel may join the fleet of salmon cannery tenders and supply schooners, that during the past few months have adorned the berthing at Oakland creek. It is stated that the demand for tonnage during the packing season is very great. The salvator has cargo that may be discharged at Sacramento.

And, Ralph Secure More Tonnage. Hind, Ralph & Company, representative at Honolulu, have secured additional tonnage, the American wood-barks Isaac Reed and the Charles Kenney having been recently purchased, according to advices received from this city. Both vessels were built on the east coast of the United States. They may be added to the fleet now operating along the coast of trans-Pacific trade as coal carriers.

Manchuria Will Bring Small Cargo. The Pacific Mail liner Manchuria, which sailed from San Francisco for Honolulu and the coast of Asia today, will bring 100 tons of general merchandise for this port, according to a cable received at the agency of H. Arnold & Company. The Manchuria is due to arrive here about May 5, and have been received to supply the steamer with 300 tons of coal.

Great Bark for Islands. The Kintrosshire, a British bark of 1185 tons, which has been on the coast at Hamburg, Antwerp and other continental or United Kingdom ports, is reported to have sailed for the Hawaiian islands with a cargo of general merchandise. This vessel may be used to bring a shipment of phosphate in the order of the Hawaiian Fertilizer Company.

Baron Polworth Soon to Load. To load a full shipment of phosphates at Ocean or Makatea islands, the British steamship Baron Polworth is expected to arrive at Honolulu about the latter part of May, according to late advices received at the agency of T. H. Davies and Company. The Baron Polworth is a vessel of 128 tons.

Coal for Island Port. Coal from Australia, destined for an island port, is reported to be forwarded in the British bark Invergarry which has been placed on the berth at Newcastle, N. S. W., for an early sailing. Hind, Ralph & Company represent the vessel at the islands.

Week Dockage at San Francisco. The Great Northern Railway has applied to the state board of harbor commissioners of San Francisco for chart privileges. In 1915 the Great Northern will open a service by way from Astoria, Ore., with the all-rail route of the Southern Pacific to the Northwest, known as the Shasta route. Two fast turbine ships now building in Philadelphia will be brought to the Pacific Coast. Each will have capacity for carrying 1000 passengers.

BIG SHIP ENA IS TOWED BY THE LURLINE

When the Matsun Navigation steamer Lurline proceeds to island ports on next Wednesday evening, that vessel is expected to take lines from the big American ship John Ena, and tow that vessel to Hilo, Hawaii, where sugar to the amount of more than 4000 tons will be found waiting transit in the John Ena to the east coast of the United States.

The John Ena has been discharged of about 4500 tons of cargo that included 2500 tons of Atlantic coast coal and 1000 tons of builder's sand. The ship represents the sole sailing vessel under charter to carry sugar from the islands to New York or Philadelphia by the way of Cape Horn. Six hundred tons of sugar will be placed in the ship at Honolulu to serve as ballast. At Hilo the John Ena will be supplied with 4050 tons of the product. No time has been fixed for the departure of the windjammer.

PASSENGERS DEPARTED

Per P. M. S. S. Mongolia for San Francisco, April 30.—Allan Herbert, W. C. McBride, Mr. and Mrs. C. G. Ripley, C. Blackwell, A. F. Blackwell, Dr. Emil Edler von Hoffmannstadt, S. F. Hunt, Miss E. Meek, J. D. Dole, Mr. Stonaker, Mrs. Stonaker, Mrs. McCanna, C. D. McCanna, Miss Madge Wilson, Miss E. Sherman, Miss E. Bell, Mr. and Mrs. F. E. Frick, Mr. and Mrs. N. A. Rist, Mrs. G. Church, Mr. and Mrs. L. E. Carpenter and son, Mrs. S. W. Smith, William Wallace, Mrs. Ranney Scott, J. W. Cathart, Mrs. Henry Damon, Mr. and Mrs. Habighorst, Miss C. L. Brehm, Miss Blanch Cox, Mrs. C. L. Schneile, John C. Burns, Mr. and Mrs. C. F. Albord, C. A. Mulford, Mrs. A. L. Smith, Dr. J. W. McNamara, J. C. Cannon, William Schleicher, Mrs. Schleicher, Dr. J. W. Brounger, Mrs. J. W. Brounger, C. C. Kelly, Mrs. Maxwell.

PASSENGERS BOOKED

Per str. W. G. Hall for Kauai ports, April 30: Judge L. A. Dickey, Miss Wright, J. F. Jordan, Miss M. Wilcox, Bishop Libert, T. Nakashima. Per str. Mauna Loa for Kona and Kauai ports, May 1.—E. C. Smith, J. Lightfoot, Mr. Oskid, R. Wallace and wife, J. D. Paris, Geo. Wan Hoy, Mrs. J. A. Maxson, R. A. McWayne, Mr. and Mrs. A. N. Palmer, Miss Cotrell, Mrs. L. McWayne, Master R. Lee, Mrs. J. M. Lee and infant, Miss Lee, Miss M. A. Phillips. Per str. Claudine for Maui ports, May 1.—W. J. Cooper and wife, Mrs. A. E. Brune and daughter, F. Stange. Per str. Mauna Kea for Hilo and way ports, May 2: L. A. Kerr and wife, Miss Kinastia, Mrs. J. L. Colburn and infant, Mrs. Hitchcock, Miss Hitchcock and maid, T. Richard Robinson, Miss E. W. Sailer, Miss M. W. Colket, Geo. Charnock, Miss A. V. Swanson, T. C. Davies, Miss A. O'Connor.

Per str. Claudine for Maui ports, May 4.—Mrs. K. M. Jones, A. Haneberg. Per str. Kinan for Kauai ports, May 5.—W. A. Wright, Miss H. Hatch, Miss B. Castle.

Per M. N. S. S. Matsonia, for San Francisco, May 6: Mr. and Mrs. H. R. Burg, Bob Ross, Frank F. Frisbie, Arthur K. Jones, Col. A. Coyne, J. Lennox, J. F. Jordan, J. H. Foss, G. F. Lang, B. A. Parker, J. A. Urice, A. H. Clark, Miss M. Awana, Mrs. P. Granhof, Mrs. R. S. Chapman, Mr. and Mrs. C. R. Hunt, Miss Williamson, Mrs. J. M. Williamson, Mr. and Mrs. R. J. Baker and child, A. Brown, E. Wolf, Max Lewin, F. E. Meddicoft, Mr. and Mrs. W. Burden and infant, Mr. and Mrs. Geo. Mann, Mr. and Mrs. W. R. Felton, Miss C. D. Ingalls, Miss A. M. Farrell, Miss M. G. Meek, Mrs. J. E. Sledge and child, Miss Vroom, Miss C. B. Roe, Mrs. S. J. Banbridge, Mrs. E. Owens, Miss Beby Schade, K. B. White, Rev. D. C. Peters, Miss Kate Morison, Miss R. Henderson, Miss M. Roach, Mrs. Bradford, Detho Okada, Utao Kodama, Mrs. D. Hamilton Weir, Mrs. A. Ward, Mr. and Mrs. Wm. Schleicher, Mr. and Mrs. J. W. Brounger, Mr. and Mrs. T. C. Weir, Mr. and Mrs. T. Greaves, Mr. and Mrs. Whitaker, Wm. C. Swart, Mrs. Winterfield, Mrs. Clarkson, Miss Park, Mr. and Mrs. E. Balding, Mrs. E. C. Bowen, Mrs. N. D. Bowen and child, Mr. and Mrs. Carpenter, Master Carpenter, Mrs. J. K. Gaudell, Mr. and Mrs. J. M. Taylor, Miss M. Taylor, Mrs. C. Hayselden, Miss M. L. Carr, Mrs. W. F. Carr, Mr. and Mrs. F. H. Harris, Miss V. Harris, Miss A. Barry, Mr. and Mrs. F. S. McKenna, Miss Mary McKenna, Rob. Barry, T. M. McKenna.

Hyades from San Francisco Direct.

The Matsun Navigation steamer Hyades has sailed from San Francisco for Honolulu and the island ports direct, a call at Puget Sound having been omitted with a view of an early adjustment of the triangular schedule. The Hyades sailed with 114 tons cargo for Honolulu, 259 tons for Port Allen, 121 tons for Kaunapali, 10 tons for Kahului and 254 tons for Hilo. The Hyades will take sugar at all island ports, destined for coast refineries.

Permanent in Australian Trade.

Hind, Ralph & Co. agents for the Union Steamship Company of New Zealand, have received advices from the head office that the intermediate cargo service run in conjunction with the mail service will from now on be a permanent feature of the line. The new schedule provides for a bi-monthly service between the Antipodes and North Pacific ports. The service will be maintained by the steamers Canada Cape, Waimate and Kent until the completion of several modern refrigerators ships now under construction in England.

HARBOR NOTES

Mail dispatched for the mainland in the Pacific Mail liner Nile on April 22, is reported to have arrived at San Francisco on last Tuesday.

The next mail from the mainland is due to arrive at Honolulu on Monday morning with the arrival of the Oceanic liner Sierra.

It is expected that the schooner W. F. Jewett, an arrival at Kahului from Mendocino with a cargo of lumber, will be given a prompt dispatch to the coast.

The inter-island steamer Likelike, an arrival from Kauai today brought sugar from Kilauea. The vessel may receive a quick dispatch over the same route.

Cargo has been placed on board the inter-island steamer W. G. Hall preparatory to the sailing of that vessel for Kauai ports at 5 o'clock this evening.

While the United States army transport Thomas from Manila may arrive at the port about May 4, that vessel is not expected to take a mail to the mainland.

Following the Pacific Mail liner Mongolia today the next mail for the coast will be forwarded in the Matsun Navigation steamer Matsonia.

Castle and Cooke have been advised that the Matsun Navigation steamer Lurline with a large general cargo, sailed from San Francisco on Tuesday evening. The vessel should arrive at Honolulu on next Tuesday morning.

Lurline Now on the Way.

The Matsun Navigation steamer Lurline is now on the way from San Francisco to Honolulu, the vessel sailing for the islands yesterday, with a cargo amounting to 1632 tons for Honolulu and 524 tons of merchandise and supplies for discharge at Kahului. The Lurline is due to come to a berth at pier 15 on next Tuesday morning.

Local Notice to Mariners.

Hawaiian Islands—Maui Island.—Kauai Head light, previously reported extinguished, was relighted April 28, 1914.

Honolulu Stock Exchange

Thursday, April 30.

MERCANTILE

Alexander & Baldwin..... 150
C. Brewer & Co..... 250

SUGAR

Ewa Plantation Co..... 15
Haleiwa Sugar Co..... 85 90
Hawaiian Agric. Co..... 100 120
H. C. & S. Co..... 22 22 1/2
Honokaa Sugar Co..... 20 20 1/2
Honolulu Sugar Co..... 1 1/2
Hutchinson Sug. Pld. Co..... 13 1/2
Kahuku Plantation Co..... 13 1/2
Kekaha Sugar Co..... 13 1/2
Koloa Sugar Co..... 13 1/2
Oahu Sugar Co., Ltd..... 22 1/2
Olan Sugar Co., Ltd..... 1 1/2
Onomea Sugar Co..... 16 1/2
Paahau Sug. Pld. Co..... 5
Pacific Sugar Mill..... 85 90
Pala Plantation Co..... 110
Pepeekeo Sugar Co..... 15 1/2
Pioneer Mill Co..... 15 1/2
Wailua Agric. Co..... 15 1/2
Wailuku Sugar Co..... 107
Waimanalo Sugar Co..... 107
Waima Sugar-Mill Co..... 21 1/2

MISCELLANEOUS

Haleiwa Pk. & Pkg. Co., Pld..... 21 1/2
Haleiwa Pk. & Pkg. Co., Com..... 107
Hawaiian Electric Co..... 1
Hawaiian Irr. Co., Ltd..... 31 32 1/2
Hawaiian Pineapple Co..... 1
Hilo R. R. Co., Pld..... 2 1/2
H. R. R. Co., Com..... 17 18
Hon. Gas Co., Pld..... 107
Hon. Gas Co., Com..... 107
H. R. R. & L. Co..... 200
I. I. S. N. Co..... 125 140
Mutual Telephone Co..... 15 1/2
O. R. & L. Co..... 121
Pahang Rubber Co..... 10 14
Tanjong Olok Rubber Co..... 22

BONDS

Hamakua Ditch Co. 6s..... 100
H. C. & S. Co. 5s..... 100
Hawaiian Irr. Co. 6s..... 100
Haw. Ter. 4s, Ref. 1905..... 100
Haw. Ter. 5s, Pub. Imp..... 100
Haw. Ter. 4 1/2s..... 100
Haw. Ter. 4 1/2s..... 100
H.R.R. Co. 1901 6s..... 85
H.R.R. Co. R. & E. Con. 6s..... 75
Honokaa Sug. Co. 6s..... 70
Hon. Gas Co., Ltd. 5s..... 100
H. T. & L. Co. 6s..... 103
Kauai Ry. Co. 6s..... 100
Kohala Ditch Co. 6s..... 95
McBryde Sugar Co. 5s..... 101 1/2
Natoma Con. 6s..... 102
O. R. & L. Co. 5s..... 102 1/2
Oahu Sugar Co. 5s..... 95
Olaa Sugar Co. 6s..... 52
Pac. Guano & Fert. Co. 6s 101
Pacific Sugar Mill Co. 6s..... 100
Pioneer Mill Co. 5s..... 100
San Carlos Milling Co. 6s 100
Wailua Agric. Co. 5s..... 95

Between Boards—5, 30 Haw. Sug.

Co. 20 1/2; 100 Pines 32; 30, 20 Oahu Sug. Co. 12 1/2; 20, 20 Paia 85; 10 Mut. Tel. Co. 16; 5 H. C. & S. Co. 23.
Session Sales—20, 10, 20 Oahu Sugar Co. 12 1/2; 5 H. C. & S. Co. 23 1/2.

Sugar Quotations.

88 deg. analysis beets 3s. 4 1/2 d.; parity 3.54; 96 deg. cent. (for Haw. sugar), 3.01.

Dividends.

April 1—Kekaha 50, Pioneer 10, Waima 100, Haleiwa 50, Paia 50, Apr. 15—H. C. & S. Co. 35, Apr. 15—Haw. Sug. Co. 20, O. R. & L. Co. 65, Pepeekeo 50, Apr. 20—Alexander & Baldwin 50, Haw. Ag. Co. 50, Haw. Elec. 55, Apr. 20—C. Brewer & Co. 100, Ewa 10, Waimanalo 100, H. B. & M. Co. 20, I. I. S. N. Co. 75, Kahuku 10, Haw. Pine, Co. 25, Hon. Gas Pld. 50, Hon. Gas Com. 50.

Latest sugar quotation, 3.01 cents or 600 per ton.

'ULSTER WAR' ONLY WORK OF DEMAGOGUES

Orange Author Deplores "Misleadership" of Carson and Fellow Countrymen

(By Latest Mail)

NEW YORK.—The Orangeman who used to hate his neighbor for the love of God, and break his head for peace sake, now wants to laze England to prove his loyalty to her and throttle England to make her love him. And Sir Edward Carson is trailing his coat from Belfast to London and back defying England's king and England's men to tramp on the tail of it!

Because I am an Ulster man, thousands of Americans in all corners of the country have eagerly asked me whether the Orangemen will really fight.

Knocking the Orangemen, my neighbor, as I do, from the soul to the skin, the question has always caused me to smile, and I have answered: "That will depend upon the quality of the fight."

You know the story of the countryman of mine, who, on entering a saloon, and being informed by the agitated barman that a fight was proceeding in the back parlor, eagerly asked: "Is it a private fight, or can anyone who wishes take a hand?"

If the kind Lord provides a free-for-all ruction of the usual Belfast hide-and-seek, go-as-you-please, type, with plenty of shipyard bolts and nuts for ammunition, the Orangemen of Belfast and Derry will be the first into it, and the last out. It will be breakfast, dinner and supper to them, and snacks between meals.

But a regular orderly, Christian-like war, where you have got to stand up and let 100 men, whom you can hardly see through a spyglass, shoot holes through you, isn't a fight that there's any fun in; and your Ulster Orangemen will have none of that, I thank you, if it ever seems near that it will be a case of "Two of you hold him—one will do to hold me."

As the Orangeman is my dear, good friend and neighbor, with whom I have been fraternizing and fighting all my life, I know what I am speaking of when I assure you that the "Ulster Army" thinks as seriously of engaging in regular warfare as it does of flying over the moon.

War Rumors a Joke. Returning to Ireland last summer—after having read and enjoyed in the American newspapers the rumors and rumblings of the coming Ulster war—the Orangemen, my neighbors, heartily joined me in laughing over the good joke.

"But," they said, "It's good enough to frighten the English voter."

And that is what the "Ulster War" amounts and will amount to. All the seeming madness of sharpening swords has cool method in it. And Carson's brilliant scheme almost won out. Yet, though he is finally failing in his object, he has shown himself as clever a general as ever was beaten. He made the scare so eminently realistic that most people, who did not know Ulster, were deceived. And it would not have surprised me if some bands of them, responding to the things they read about themselves in the newspapers, had gone out with their antiquated guns to work destruction.

For the most part the destruction, of course, would have been behind the guns. Yet, nevertheless, even that would have been another deplorable ending to one of the many things that are innocently begun in fun. So Carson himself even began to get nervous lest some of his followers live up to the reputations which, overcoming both ridicule and roasts, he had almost succeeded in giving them.

By giving the timid Englishman a good, wholesome scare, Mr. Carson aimed to crumble the liberal party and make himself—then the white-haired boy—leader of the great Unionist party that should rise upon the ruins. His guns, however, must have been stronger than the stage guns that he imported for his followers, for he overshot the mark. But the gun kicked ferociously and did all its demoralism in the rear.

May Be Some Rioting.

As I have said, because the Orangemen have had their feelings played upon, and been excited by Mr. Carson and other demagogues, and because they have read in the papers that they are most wonderful fellows the world has known since the heroes of Thermopylae whistled their own funeral march, and because they are assured that, far from being traitors to their own country, Ireland, they are really fired and inspired by some noble if nebulous ideal, some few irresponsible handfuls of them may make business for the moving picture man by going out with their guns, and inviting the British empire to come on. And, anyhow, there is certain to be an aftermath of rioting.

So whatever you take take it, the great Ulster war, of which the whole world has been sharpening its appetite (to the amusement of us who know) will find its end in the police courts—and the heroes who survive will be doing "seven days hard" in the hotels of his much-beloved majesty, George, king, by grace of God, of Great Britain and Ireland, emperor of India, and exalted grand protector of the Panama canal. God bless him.

Much space will be filled with the cargo for Kona and Kauai ports to be taken by the inter-island steamer Mauna Loa scheduled to sail for windward Hawaii at noon tomorrow.

LAND SELLS FAST IN FUEL AREA OF PANAMA CANAL ZONE

(By Latest Mail)

PANAMA.—Indications are that the ground area already set aside by the canal commission for coal and other fuel purposes will be taken up by the time the coal-handling plants and the oil-pumping installations are ready.

Under the present policy, which is in accord with the treaty between the United States and Panama, the canal commission is obliged to turn down many requests, which involve not only the storage of these two commodities and the sale of them to ships, but industrial and commercial features as well. The policy as adopted does not permit the sale of fuel oil and coal to local industrial enterprises, neither can the commodities be treated in any way on canal zone territory.

Such a request recently came from the Lakunios Oil Company, Ltd., which controls a field at Negritos, Peru. This concern is an independent producer and its output amounts to about 500 barrels a day. The oil, however, contains a certain amount of volatile hydrocarbons and cannot be burned crude like the Texas, Louisi-

ana and California fuel oils. To make it usable, it is necessary to employ a process known as "topping," by which the explosive elements are evaporated at a temperature of about 375 degrees.

The proposition was to install a plant at Balboa, the Pacific terminus, for the reduction of this oil, to meet the commercial requirements, afterward piping it into nearby tanks. In this way the company could ship the "tops" to the United States for additional refining, retaining the merchantable product for sale of ships passing through the canal. Land could be found on Panamanian territory for the manufacturing end of the business, but the claim was set up that the cost of piping it to and from the tanks at the terminal would increase the price at which the oil could be sold to such an extent that the company would not be in a position to successfully compete with other dealers. It is believed that a much greater business in these two

CALDWELL TO CAMP ON TRAIL OF GAS TANKS

Permit from Board of Works Must Be Secured In Order to Erect Containers

An evil day for the gasoline containments and the owners of them is in sight. John W. Caldwell, superintendent of public works, predicts this evil day, and explains why it is at hand.

"Beginning Monday I am going to carry on a campaign for the purpose of enforcing the law where it specifies that all gasoline tanks or containers, or pipes, or containers or conductors of other explosive oils are prohibited, unless the superintendent of public works has given a permit for them."

"Lately scores of tanks for gasoline have been put up, in public and private garages and other places, without notifying my department, and consequently each tank represents a violation of the law. I am going to begin Monday and see that this law is enforced. Strict regulations for keeping explosive oils on premises are necessary to protect property."

"Recently, I started out to prevent leaving empty uncovered gasoline containers around. Such a negligent practice is extremely dangerous—a match dropped in one of them can mean an immense loss of property. I have pretty well stopped this practice."



Circle Tours
A WONDERFUL STEAMSHIP RIDE
NEW ORLEANS TO NEW YORK
"One Hundred Golden Hours at Sea"
with all the pleasures and benefits of an ocean voyage.
Fares the same as all rail but include berth and meals on Steamships.
Sailings Wednesdays and Saturdays from New Orleans and New York.
A wonderful new train to carry you San Francisco to New Orleans in three days.
"THE SUNSET LIMITED"
Operated Daily with no extra fare.
Further information from
WELLS FARGO & CO.
72 S. King St.

Ladies!

Look on page 10

Our advertisement contains information which will be valuable to you throughout the month of May

Jordan's

RING 4981

For a Motor Truck when you have anything to move.

No Delays---We're John on the Job

Owners of HAWAIIAN AND NIEPER'S EXPRESS

Honolulu Construction & Draying Co.,